

**REMARKS**

Claims 1-6 and 11-13 are pending. Claims 7-10, 14 and 15 have been cancelled. Claims 2-5 and 11-13 have been rewritten in independent form. Claim 1 has been amended to recite a clipless pedal having a fixed shaft for a crank arm having a rotatable bearing. Claim 6 remains dependent on claim 1. Reconsideration is requested.

**REJECTION NO. 1**

Of the pending claims, claims 1, 4, 6 and 13 have been rejected under 35 USC 102(b) over Trevizo '945. This rejection is respectfully traversed.

Contrary to the assertion that Trevizo discloses a cartridge bearing 31, the bearing disclosed as bearing 31 is a "hub bearing" not a cartridge bearing. Therefore, the rejection of claims 4 and 13 under 35 USC 102(b) is not proper and should be withdrawn. Claims 1 and 6 are now limited to a clipless pedal as shown in FIGs. 4, 5 and 7. None of the cited art shows a clipless pedal having a fixed shaft.

REJECTION NO. 2

Claims 11-12 have been rejected under 35 USC 102(b) as being allegedly anticipated by Tranvoiz et al '950. This rejection is respectfully traversed.

The purpose of the Tranvoiz invention is to create a pedal which can be "quick-released" from the crank arm. The Tranvoiz invention uses standard crank arms and the bearing is still in the pedal. The purpose of the ring which is threaded into the arm is only to create a smooth bore for the pedal shaft. Tranvoiz uses the word "bearing" to describe the end of the pedal shaft which is inserted into the arm. However, the meaning of the word in this context is "to hold up, support", not a rotational bearing. The bearing system of Tranvoiz is completely standard. Because the bearing is not in the crank arm, the Tranvoiz patent is entirely inapplicable to the Applicant's invention as claimed.

REJECTION NO. 3

Claims 1, 2, 3 and 6 have been rejected under 35 USC 102(b) as being allegedly anticipated by Fan '382. This rejection is also traversed.

The purpose of the Fan invention is to create a pedal which is angled in relation to the ground. This angle is claimed to be more ergonomic. The Fan invention uses standard crank arms and the bearing is not retained in the arm. The bearing is still part of the pedal. The Applicant's invention is a non-standard crank arm wherein the cartridge bearings are in the crank arm.

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From necessity (in order to achieve the angle), Fan's bearing is retained in a 90 degree angular appendix on the pedal and is therefore still part of the pedal. A fundamental result of the Fan invention is that in the 6 o'clock position it is significantly longer compared to regular systems. The limited ground clearance and turning angle would eliminate this system as a serious system. Serious recreational and professional riders are concerned with an increase in this length by only a few mm. This system would increase the length by a minimum of 30 mm.

A fundamental result of the Fan invention is that the "Q-factor" (the distance perpendicular to the length of the bicycle) from your left foot to your right foot is significantly increased. Serious recreational and professional riders are concerned with an increase in this length by only a few mm. This system would increase the length by a minimum of 15 mm. Because the bearing of Fan is not in the crank arm, this patent is entirely inapplicable to the Applicant's invention as claimed. Therefore, this rejection should also be withdrawn.

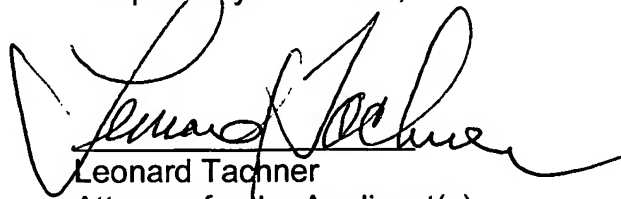
REJECTION NO. 4

Claims 2, 3 and 5 have been rejected under 35 USC 103(a) over Tranvoiz in view of Trevizo. As previously noted in regard to Rejection No. 2, Tranvoiz does not actually disclose a rotational bearing in a crank arm and instead discloses a standard crank arm with a pedal having the rotational bearing in a conventional configuration. Therefore, this rejection is not well founded and should also be withdrawn.

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Based upon the foregoing amendments and remarks, an allowance of pending claims 1-6 and 11-13 appears to be merited and such is earnestly solicited.

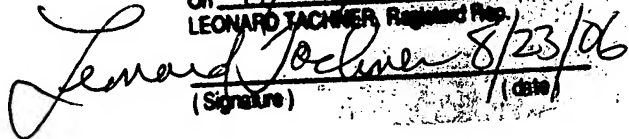
Respectfully submitted,

  
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